









friendly and after dining the two representatives examined the ground in the neighbourhood.

News has been received from Persia, regarding the riots at Shiraz. It appears that the troops, who were supported by the Arab and Bahá'í tribes, when ordered to disperse, fraternized with the rioters and attacked their supporters. The Kavám Al Mukh, who has been ordered to Tehran, and the Shah, who remains in Shiraz, have yielded to all the demands of the mob. News dated 17th of May says a large crowd has occupied the telegraph office at Shiraz since the 13th inst. many demanding a reduction in the price of bread; that the proper rate of exchange between silver and copper money should be fixed, and that protection should be given against the Arab tribes. Assurance were given on these points by the Governor. They demanded that at first Kavám Al Mukh should be degraded and then expelled. The Shah thereupon determined to use force, and has directed that if the mob has not dispersed by this afternoon, the telegraph compound shall be cleared by force, if necessary. In order that they may be prepared for a diversion in the telegraph authorities in London and India have been warned of what has occurred.

It is practically settled that Colonel Richardson and the rest of Native officers now in England for the Imperial Institute ceremony will remain for the royal marriage, not returning to India before July or August. The Home Government has tried to insist that the cost should be paid by India.

The Commission connected with the Contagious Diseases Act commenced work yesterday. Probably only Merru, Lucknow and Umballa will be visited.

ALLAHABAD, June 27th.  
Letters from home speak of General Hugh Rawlins, V.C., as being the first choice at headquarters either for the Madras or for the new Army Corps Command.

LAHORE, June 28th.  
Very violent cholera has broken out in the Gajrawali district. In the village of the Pind, 100 cases, with 50 deaths, were reported in one day.

News from Kailash, dated the 3rd May, states that ammunition was being despatched to the troops engaged in Hazrat. Some 500000 rounds of ammunition have been sent to the Amir's forces had lost had been re-occupied.

SIMLA, June 28th.  
Only 20 prisoners were taken to Kailash by the Amir's forces. No news from Hazrat. Fighting probably still continues.

Volunteers have been called for to proceed to South Africa for duty with the forces of the Central African Commission. One officer only will be selected; and he should have had not less than 10 years' service.

The loss from under-ripe alone to the Agricultural wealth of India this year exceeds five millions sterling. Rinderpest is increasing amongst the cattle yearly.

CALCUTTA, June 28th.  
The Marine Court of Enquiry into the abandonment of the steamship *Glenary* commenced today. The evidence of Captain Barrow said that he had for volunteers to stay by the ship, but only the chief mate, boatswain, carpenter and sailmaker agreed; all the rest refused, and as there were no means of saving lives on board, he considered it best to abandon the vessel. The chief officer corroborated this evidence.

BOMBAY, June 28th.  
The monsoon burst shortly after 6 o'clock this morning accompanied by a violent thunderstorm and very heavy rain.

SIMLA, June 28th.  
With regard to the official command of Sir John Hudson, the Bombay Government has wired to the Government of India that it is submitting the name of General Bullard, who is the senior Major-General on the Bombay List. The Government of India, after consulting the Adjutant-General, has approved the selection. The senior officer in the Poona District acts for General Bullard.

NOTACAMUND, June 28th.  
Captain Preston, formerly A. D. C. to Sir Charles Arbuthnot, went out hunting this morning and was drowned while crossing the Pykara river.

LONDON, June 16th.  
Lord Rosebery, replying to a question put by Lord Lymington in the House of Lords, said he was very imperfectly acquainted with the causes and position of the dispute between the French and the Siamese and he believed the Siamese were not aware of the exact nature of the French demands.

PARIS, June 16th.  
Owing to the continued drought in France the French Chamber has suspended duties on oats and hay and reduced the duties by one half on barley and maize.

## SIAM NOTES.

Bangkok, 24th June, 1893.  
The British barque *Ischekit*, which arrived from Buenos Ayres a few days ago, brought up eleven half-bred South American horses consigned to John Tyson. They are extremely likely-looking animals, and it is said that they are fresh from a four months' trip, and will doubtless command good prices.

No important developments have taken place in the situation during the last few days. The Siamese, we presume, are as anxious as formerly to submit the matters in dispute to the decision of unprejudiced arbitrators, whilst the French claimants to the Mekong appear as unwilling as ever to state definitely the nature of their demands.

Considerable excitement was created down town during the last three or four days, through the warlike preparation on the *Zetia*, whose topmasts were sent down, previous to her machine guns being hoisted into the tops, and protected by shot-proof screens. The demonstration was explained as being done in the way of practice.

A case of "brotherly love" was decided at the British Consulate on Wednesday, when an English subject accused his brother of attempting to shoot him. Mr. T. H. Hill, who appeared for the defendant, argued that the action had been brought out of malice. As, moreover, the evidence called was very much of a hearsay character, his Honour dismissed the case and ordered the costs to be paid by the prosecutor.

The tone of the foreign Press in the East is referring to the Franco-Siamese difficulty has been generally so judicious and impartial that it is surprising to find the *Hongkong Daily Press* of the 13th inst. promulgating a number of quite unparaphrased errors in an editorial on this subject. Although in possession of Bangkok papers, only a week or so old this writer preferred to be guided by a London telegram which had appeared in Australian papers more than three weeks before, on the strength of which he talks of Siam disavowing the action at Khone, and tendering express notice of regret to France.

If our contemporary had referred to the file of the *Hongkong Times* such egregious rubbish would not have been promulgated. The Siamese Government have never disavowed responsibility for the Khone affair, nor have they offered any apology for defending their rights. Regrets they doubtless have felt, that the necessity for armed resistance was forced upon them by the French, but apologies for resorting to such measures have all along been out of the question.

*English Times*

## SHIPPERS RISKS.

## RADICAL CHANGES IN SHIPPING LAWS.

Importers and exporters in the United States are very much concerned over the effect of the new law relating to the old time question between shippers and carriers. The new law went into effect on July 1st. The bill was enacted into a law during the closing days of the last Congress, and as the time approaches for it to take effect, maritime lawyers and the shipping world in general have been discussing with great interest the bearing of the various parts of the bill to one another.

The act is entitled "An act relating to navigation of vessels, bills of lading and to certain obligations, duties and rights in connection with the carriage of property." The new law is of great importance to owners of vessels and to shippers of merchandise, and the views of Mr. Robert D. Benedict, of New York, says the *Shipping List* of that city, who has been investigating the subject very carefully, will prove very interesting reading to the steamship owners and others.

"This act," said Mr. Benedict, "passed Congress almost without discussion or notice, and the existing law of the country seems to have been changed in the most remarkable and sweeping way. The fact of its passage has not yet become known to some of those whose interests are affected by it. It will be a great surprise to the people of this country, when they learn that after July the rights and liabilities of all owners of vessels, and of all persons who have property on board of vessels, and of all passengers on vessels, have been entirely changed."

"Section 3 of the act says that if the owner of any vessel transporting merchandise or property to or from any port in the United States of America shall exercise due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, neither the vessel nor her owner or owners, agent or charterers shall become or be held responsible for damage or loss resulting from faults or errors in navigation or in the management of said vessel, etc."

"It is manifest that there will be great controversy over the construction and effect of the first clause of this section. It will be claimed on the one hand that its effects are limited to the vessel and the owner of property shipped on board her. It will be claimed on the other hand that it extends also to the questions which may arise between the owner of a vessel and passengers on board her. It will also be claimed that it limits the liability of the owner of a vessel, not only toward passengers and owners of property shipped on board her, but also toward the owners of all other vessels and the passengers and owners of property shipped on them."

"Section 3 applies to foreign vessels as well as our own, steam vessels as well as sailing vessels, ferryboats as well as canal boats. The only kind of vessels which are not included are steam-tugs, and it might be even that a tug towing another vessel would be held to be a 'vessel transporting merchandise or property.'"

"But, if the owners of tugs feel that they have been unjustly dealt with in not being included among those who are to enjoy the benefits of this act, they need not take any trouble to remedy the injustice by obtaining an amendment to the law. A much easier way to remedy it is in their own hands. The owner of a tug has only to always carry upon her a single barrel of potatoes or something similar, and his vessel will manifestly be at once a vessel 'transporting merchandise or property to or from a port in the United States.'"

"From time immemorial it has been a maxim of maritime law that the ship was bound to the goods and the goods to the ship. But under this statute if the shipowner has exercised due diligence to make his vessel seaworthy and properly manned, equipped and supplied when she sails, the vessel can hardly be held to be bound to the goods for anything."

"If goods shipped on board a vessel so sent to sea are never delivered at all, or are delivered damaged, although there has been no sea peril, the response of the owner to any claim for the loss will be that the loss occurred by fault or error in navigation or in the management of the vessel, for which by the statute he is not liable. Thus the same fact which heretofore has been the sure ground of recovery in an action by a shipper against a shipowner is by this statute made a sure ground of defence."

"The substance of this law is that, whereas heretofore the shipper of a cargo bore the risks of loss from perils of the sea, while the ship and her owner bore the risks of the negligence in the stowage or handling of the cargo or in the navigation or management of the vessel until the cargo was delivered, it will be claimed after July 1st next that all these risks (the risk of negligence in the stowage or handling of the cargo possibly excepted) must be borne by the owner of the cargo."

"The effect of this legislation will be to produce an entire change in the business of common carriers by water. Heretofore, if the cargo owner wished to preserve himself from loss he insured his goods against perils of the sea, leaving upon the ship and her owner to protect him from other losses. Hereafter he must also insure them against the negligence of wrong dealing of the servants of the carrier."

Inquiry at the Treasury Department develops the fact that the Bureau of Navigation has not decided just what view will be taken of the act, and they do not care to discuss Mr. Benedict's criticisms.

THE CHINESE QUESTION IN AMERICA.

It is certain that China would suffer much more by losing our trade than we would by losing its trade. — *St. Paul Globe*.

As to trade relations, China has the most to lose by non-intercourse. While we sell to China annually about \$6,000,000 in merchandise, we buy from that country about \$20,000,000. — *Pittsburg Post*.

We can better afford to lose our alarm-clock trade with the Chinese, for that seems to be the principal American article in China, than to lose our nationality. — *Buffalo Times*.

The hope of the Chinese that the Geary law wouldn't wash has been blasted. They can win no comfort out of the Supreme Court's decision. — *Kansas City Journal*.

The question for us to consider above all is the protection of our own country. If the exclusion of the Chinese be necessary to the public welfare, and if legislation be a necessary part of this scheme, we must stand by it and take the consequences. — *Whelan, Van, Register*.

The feeling against the Mongolians among the white population is bitter to an extreme degree. It is a condition which confronts the whites, and an actual condition will inevitably dispel any false theory in the minds of men. That is why the Californian has no patience with the man who preaches opening to the doors of this country to the oppressed of the earth and the benefits of a universal brotherhood of man. — *Die Mehl's Leader*.

This decision is very gratifying, as it will teach alien companies that it is not the thing to appeal to one department of the Federal Government to override Congress in the decision of questions purely political. — *New York Times*.

enforced in the strictest manner. The President has no other course. The suspension of the law's operation by his order was a suspension of power. — *Rockland N.Y. Democrat*.

The Chinaman finds it to his advantage to remain in this country; why should he not be willing to take the small amount of trouble required in order that he may do so? Justice Field says the law is brutal and oppressive. Surely it is a mild kind of brutality and oppression. If Justice Field should go to Switzerland, one of the freest countries in the world, a republic in many respects more democratic than our own, and attempt to establish a domicile there for a few months even he would be required to produce a passport and to deposit it with the municipal or communal authorities. The proceeding is substantially the same as that we require on the part of the Chinese. — *Milwaukee Sentinel*.

CANT IN ERROR AS USUAL.

The pro-Chinese advocates who are coming to the front do not, says the *San Francisco Bulletin*, appear to much advantage. Where special influences, and not always of the most elevating kind, cannot be traced, nothing but coarse ignorance, mixed with stupid prejudice, is encountered. The things that are said of the Chinese, their civilization and progress, would be too comical for anything if the subject were not at the moment so serious for us. Most of their utterances appear to be unconscious of the fact that men of education and knowledge everywhere are wondering to what century these pseudo-philanthropists belong.

The Eastern crank is especially noticeable for the broadness of his nonsense and the sharpness of his nasal twang. As a rule, he knows nothing about the Chinese here or in their own country. What he knows was confided to him by some mystic power. He grasps it all intuitively. Generally speaking, no more useful guides can anywhere be found. Their modes of reasoning are fatally defective. Just at the moment they are demonstrating in the liveliest fashion in favor of the Chinese peonage, which has been introduced in this country and which is only one grade below the slavery destroyed in the Civil War. Perhaps their sincerity in most cases is not to be questioned. But instead of being as wise as serpents, as they have been taught to be, they are as blind as mules. To offer up the whole labor element of this country, and in a lesser but important sense, its manufacturers and merchants, as a burnt sacrifice for the reform of another nation, cannot be regarded as helping the cause of civilization and Christianity at home. It would be a good thing to elevate the 400,000,000 in China to a higher plane of thought in religious and other matters, but the notion becomes ridiculous when the price to be paid is taken into account. The parties who are engaged in this curious business of swapping off home concerns for those of a foreign land would stand better before the critical and educated world if they had given any proof of the faith that is in them.

The prospect of the conversion of the 400,000,000 of China to modern modes of thought, would be regarded as more hopeful if any serious effort in their behalf had been made by these enthusiasts at home. Wrestling with heathen error in China is regarded, perhaps, as more picturesque than the like work in China. One would also suppose that if the Chinese were such a blessing to this country, their Eastern admirers would be straining every nerve to induce them to leave us and journey where they will be appreciated. But nothing of the kind has been done. The Eastern cranks simply preach and leave us the burden.

CHINA COAST METEOROLOGICAL REGISTER.

2nd July, 1893.—At 4 p.m.

STATION.	Temperature	Humidity	Wind	Direction	Force	Barometer	State of Sky	Remarks
Tokyo	80.0	75	SE	8	10.0	...	...	...
Yokohama	80.0	75	SE	8	10.0	...	...	...
Kobe	80.0	75	SE	8	10.0	...	...	...
Osaka	80.0	75	SE	8	10.0	...	...	...
Kyoto	80.0	75	SE	8	10.0	...	...	...
Edo	80.0	75	SE	8	10.0	...	...	...
Manila	80.0	75	SE	8	10.0	...	...	...
Cebu	80.0	75	SE	8	10.0	...	...	...
Shanghai	80.0	75	SE	8	10.0	...	...	...
Amoy	80.0	75	SE	8	10.0	...	...	...
Swatow	80.0	75	SE	8	10.0	...	...	...
Hankow	80.0	75	SE	8	10.0	...	...	...
Peking	80.0	75	SE	8	10.0	...	...	...
Tientsin	80.0	75	SE	8	10.0	...	...	...
Harbin	80.0	75	SE	8	10.0	...	...	...
Chengtu	80.0	75	SE	8	10.0	...	...	...
Yunnan	80.0	75	SE	8	10.0	...	...	...
Kanton	80.0	75	SE	8	10.0	...	...	...
Hongkong	80.0	75	SE	8	10.0	...	...	...

3rd July, 1893.—At 10 a.m.

STATION.	Temperature	Humidity	Wind	Direction	Force	Barometer	State of Sky	Remarks
Tokyo	80.0	75	SE	8	10.0	...	...	...
Yokohama	80.0	75	SE	8	10.0	...	...	...
Kobe	80.0	75	SE	8	10.0	...	...	...
Osaka	80.0	75	SE	8	10.0	...	...	...
Kyoto	80.0	75	SE	8	10.0	...	...	...
Edo	80.0	75	SE	8	10.0	...	...	...
Manila	80.0	75	SE	8	10.0	...	...	...
Cebu	80.0	75	SE	8	10.0	...	...	...
Shanghai	80.0	75	SE	8	10.0	...	...	...
Amoy	80.0	75	SE	8	10.0	...	...	...
Swatow	80.0	75	SE	8	10.0	...	...	...
Hankow	80.0	75	SE	8	10.0	...	...	...
Peking	80.0	75	SE	8	10.0	...	...	...
Tientsin	80.0	75	SE	8	10.0	...	...	...
Harbin	80.0	75	SE	8	10.0	...	...	...
Chengtu	80.0	75	SE	8	10.0	...	...	...
Yunnan	80.0	75	SE	8	10.0	...	...	...
Kanton	80.0	75	SE	8	10.0	...	...	...
Hongkong	80.0	75	SE	8	10.0	...	...	...

4th July, 1893.—At 10 a.m.

STATION.	Temperature	Humidity	Wind	Direction	Force	Barometer	State of Sky	Remarks
Tokyo	80.0	75	SE	8	10.0	...	...	...
Yokohama	80.0	75	SE	8	10.0	...	...	...
Kobe	80.0	75	SE	8	10.0	...	...	...
Osaka	80.0	75	SE	8	10.0	...	...	...
Kyoto	80.0	75	SE	8	10.0	...	...	...
Edo	80.0	75	SE	8	10.0	...	...	...
Manila	80.0	75	SE	8	10.0	...	...	...
Cebu	80.0	75	SE	8	10.0	...	...	...
Shanghai	80.0	75	SE	8	10.0	...	...	...
Amoy	80.0	75	SE	8	10.0	...	...	...
Swatow	80.0	75	SE	8	10.0	...	...	...
Hankow	80.0	75	SE	8	10.0	...	...	...
Peking	80.0	75	SE	8	10.0	...	...	...
Tientsin	80.0	75	SE	8	10.0	...	...	...
Harbin	80.0	75	SE	8	10.0	...	...	...
Chengtu	80.0	75	SE	8	10.0	...	...	...
Yunnan	80.0	75	SE	8	10.0	...	...	...
Kanton	80.0	75	SE	8	10.0	...	...	...
Hongkong	80.0	75	SE	8	10.0	...	...	...

5th July, 1893.—At 10 a.m.

STATION.	Temperature	Humidity	Wind	Direction	Force	Barometer	State of Sky	Remarks
Tokyo	80.0	75	SE	8	10.0	...	...	...
Yokohama	80.0	75	SE	8	10.0	...	...	...
Kobe	80.0	75	SE	8	10.0	...	...	...
Osaka	80.0	75	SE	8	10.0	...	...	...
Kyoto	80.0	75	SE	8	10.0	...	...	...
Edo	80.0	75	SE	8	10.0	...	...	...
Manila	80.0	75	SE	8	10.0	...	...	...
Cebu	80.0	75	SE	8	10.0	...	...	...
Shanghai	80.0	75	SE	8	10.0	...	...	...
Amoy	80.0	75	SE	8	10.0	...	...	...
Swatow	80.0	75	SE	8	10.0	...	...	...
Hankow	80.0	75	SE	8	10.0	...	...	...
Peking	80.0	75	SE	8	10.0	...	...	...
Tientsin	80.0	75	SE	8	10.0	...	...	...
Harbin	80.0	75	SE	8	10.0	...	...	...
Chengtu	80.0	75	SE	8	10.0	...	...	...
Yunnan	80.0	75	SE	8	10.0	...	...	...
Kanton	80.0	75	SE	8	10.0	...	...	...
Hongkong	80.0	75	SE	8	10.0	...	...	...

6th July, 1893.—At 10 a.m.

STATION.	Temperature	Humidity	Wind	Direction	Force	Barometer	State of Sky	Remarks
Tokyo	80.0	75						



## The Share Market.

**LATEST QUOTATIONS.**  
 Hongkong and Shanghai Bank—104 per cent. premium, sellers.  
 The National Bank of China, Ltd.—on £8.10 paid up—65 per cent. sellers.  
 The National Bank of China, Ltd.—Founders shares, \$130 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—60 cents, dis. sellers.  
 The Bank of China, Japan & the Straits, Ltd.—Founders shares, \$130, sellers.  
 Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—14 per cent. premium.  
 Union Insurance Society of Canton—\$33 per share, sales and sellers.  
 China Traders' Insurance Company—\$32 per share, sales and sellers.  
 North China Insurance—Tis. 115 per share, buyers.  
 Canton Insurance Company, Limited—\$113 per share, sales and sellers.  
 Yangtze Insurance Association—\$100, sellers.  
 On Tai Insurance Company, Limited—Tis. 150 per share.  
 Hongkong Fire Insurance Company—\$220 per share, sellers.  
 China Fire Insurance Company—\$83 per share, sales and buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$63 per share, sales and buyers.  
 China and Manila Steam Ship Company—\$18 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—41 per cent. discount, sellers.  
 Douglas Steamship Company—\$36 per share, sellers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—70 per cent. premium, sales and buyers.  
 Geo. Fenwick & Co., Limited—\$15 per share, sales and buyers.  
 Hongkong Hotel Company—\$18 per share, sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.  
 The Shamshui Hotel Co., Limited—\$44 per share, buyers.  
 Panjion Mining Co.—\$51 per share, sales and sellers.  
 The Reub Gold Mining Co., Limited—\$58 per share, sales and buyers.  
 The B'n'moral Gold Mining Co., Limited—50 cents, per share, sellers.  
 Société Française des Charbonnages du Tonkin—\$80 per share, sales and buyers.  
 The Jebeu Mining and Trading Co., Limited—\$5.40 per share, sellers.  
 The Siam Tin Mining Co., Limited—4 cents per share, sellers.  
 London and Pacific Petroleum Co., Ltd.—n/a. nominal.  
 China Sugar Refining Company, Limited—\$153 per share, sales and buyers.  
 Luen Sui Refining Company, Limited—\$35, nominal.  
 A. S. Watson & Co., Limited—\$111 per share, sales and sellers.  
 Dairies of Hongkong & Co., Limited—\$2 per share, sellers.  
 Hongkong Dairy Farm Co., Limited—\$41 per share, buyers.  
 The Kowloon Land Investment Co., Limited—\$7 per share, sellers.  
 The Hongkong Land Investment Co., Limited—\$3 per share, sales and sellers.  
 The West Point Buildings Co., Limited—\$3 per share, sellers.  
 H. G. Brown & Co., Limited—\$8 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$40 per share, nominal.  
 Hongkong Rope Manufacturing Company, Limited—\$9 per share, sellers.  
 Hongkong Gas Company—\$105 per share, ex. div., buyers.  
 Hongkong Ice Company—\$60 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited—\$31 per share, sellers.  
 The Green Island Cement Co.—50 cents, buyers.  
 The Hongkong Electric Light Co., Limited—\$31 per share, sellers.  
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited—\$67½ per share, sales.

## VISITORS AT THE HONGKONG HOTEL.

Miss M. Barnett.  
 Master H. Barnett.  
 Mr. G. Bertrand.  
 Mr. F. J. Bishop.  
 Mr. C. P. Black.  
 Captain Bonker, R.N.  
 Mr. G. Callo.  
 Mr. H. S. Cooke.  
 Mr. E. H. Derrick.  
 Mrs. W. S. Dural.  
 Miss K. Dural.  
 Mr. O. H. Hahn.  
 Mr. E. Hertz.  
 Mr. H. C. Hoskyn.  
 Mr. I. Mercer.  
 Mr. C. M. Joyce.  
 Mr. T. Mitchell.  
 Mr. Molkenboer.  
 Mr. R. R. R.  
 Mr. W. Schleper.  
 Mr. Aug. Schomburg.  
 Mr. T. E. Shean.  
 Mr. Stewart.  
 Mr. and Mrs. Suman.  
 Mr. Whatford.  
 Mr. V. Kofod.  
 Mr. W. H. R. Loxley.  
 Mr. MacLean.  
 Mr. and Mrs. E. J. Malt.  
 Mr. E. A. Meador.  
 Mr. Medhurst.  
 Mr. and Mrs. R. Dixon.  
 Mr. F. East.  
 Mr. H. W. Robertson.  
 Mr. W. E. van Epe.  
 Mr. C. F. A. Sangster.  
 Mr. S. Forsyth.  
 Mr. E. J. Grist.  
 Mr. J. H. Howard.  
 Mr. Kago.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.  
 Mr. H. W. Bird.  
 Mr. C. E. Birt.  
 Captain von Carbach.  
 Mr. A. Cumming.  
 Mr. C. H. Dallas.  
 Mr. F. Deacon.  
 Mr. and Mrs. R. Dixon.  
 Mr. and family.  
 Mr. W. E. van Epe.  
 Mr. S. Forsyth.  
 Mr. E. J. Grist.  
 Mr. J. H. Howard.  
 Mr. Kago.  
 Mr. V. Kofod.  
 Mr. W. H. R. Loxley.  
 Mr. MacLean.  
 Mr. and Mrs. E. J. Malt.  
 Mr. E. A. Meador.  
 Mr. Medhurst.  
 Mr. and Mrs. R. Dixon.  
 Mr. F. East.  
 Mr. H. W. Robertson.  
 Mr. W. E. van Epe.  
 Mr. C. F. A. Sangster.  
 Mr. S. Forsyth.  
 Mr. E. J. Grist.  
 Mr. J. H. Howard.  
 Mr. Kago.

## MAILS EXPECTED.

**THE AMERICAN MAIL.**  
 The P. M. S. S. Co.'s steamer *City of New York*, with mails, &c., from San Francisco, left Yokohama on the 28th ultimo, and may be expected here on the 3rd instant.  
 The O. & O. S. S. Co.'s steamer *Gaika*, with mails, &c., from San Francisco, leaves Yokohama to-morrow, and may be expected here on the 9th instant.  
 The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port, via Yokohama, on the 24th ultimo.  
**NORTHERN PACIFIC MAIL.**  
 The Northern Pacific Steamship Co.'s steamer *Tacoma* left Victoria, B.C., for this port via Japan on the 10th ultimo.  
**THE CANADIAN MAIL.**  
 The Canadian Pacific Railway Co.'s steamer *Empress of Japan* left Vancouver for Japan, Shanghai and Hongkong on the 26th ultimo.

## STEAMERS EXPECTED.

The Austrian Lloyd's S. N. Co.'s steamer *Vindobona* left Kobe on the 28th ultimo, and is expected here on the 3rd instant.  
 The P. & O. S. N. Co.'s steamer *Manila* left London for this port on the 28th May.

## HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)  
 To-day, 79°  
 Yesterday, 78°  
 1st July, 78°  
 2nd July, 78°  
 3rd July, 78°  
 4th July, 78°  
 5th July, 78°  
 6th July, 78°  
 7th July, 78°  
 8th July, 78°  
 9th July, 78°  
 10th July, 78°  
 11th July, 78°  
 12th July, 78°  
 13th July, 78°  
 14th July, 78°  
 15th July, 78°  
 16th July, 78°  
 17th July, 78°  
 18th July, 78°  
 19th July, 78°  
 20th July, 78°  
 21st July, 78°  
 22nd July, 78°  
 23rd July, 78°  
 24th July, 78°  
 25th July, 78°  
 26th July, 78°  
 27th July, 78°  
 28th July, 78°  
 29th July, 78°  
 30th July, 78°  
 31st July, 78°

## Shipping.

**ARRIVALS.**  
 FRIGGA, German steamer, 1,905, L. Volmer, 1st July, Singapore 25th June, General—Siemens & Co.  
 PLOVER, British gunboat, Lieut.-Comm. F. C. B. Addington, 1st July, Swatow 30th June, N. S. DEL CARMEN, Spanish steamer, 230, G. Renteria, 1st July, Manila 28th June, Sugar, Sze Cheong Eng.  
 TAKSANG, British steamer, 977, W. H. Freeman, 1st July, Manila 29th June, General—Tadokoro & Co.  
 FESCHER, Chinese telegraph steamer, 500, Lee Ven Ho, 2nd July, Keelung 29th June, Ballast—Master.  
 HAIPHONG, French steamer, 874, H. Galletti, 2nd July, Haiphong 30th June, General—Messageries Maritimes.  
 CHOWTA, British steamer, 1,055, F. W. Phillips, 2nd July, Bangkok 24th June, and Koh-chang 26th, Rice and General—Yuen Fat Hong.  
 TELUS, Norwegian steamer, 1,948, J. Amundsen, 2nd July, Kutchinote 25th June, Coals—Mitsui Bussan Kaisha.  
 FIDELIO, German steamer, 742, Nilsen, 2nd July, Bangkok, via Ho Chi, Rice—Melchers & Co.  
 COSMOPOLIT, German steamer, 552, A. Holtz, 2nd July, Touron 28th June, General—Wielor & Co.  
 LOKRANG, British steamer, 978, N. Moncor, 2nd July, Whau 27th June, Rice—Jardine, Matheson & Co.  
 KRIM, Norwegian steamer, 1,104, D. Hagemann, 2nd July, Canton 25th June, General—Jardine, Matheson & Co.  
 ZARUO, British steamer, 675, A. W. R. Cobban, 2nd July, Manila 30th June, General—Shewan & Co.  
 ALWINE, German steamer, 400, C. Petersen, 3rd July, Holbow 1st July, General—Wielor & Co.  
 TAIWAN, British steamer, 1,100, O. Anderson, 3rd July, Swatow 2nd July, Ballast—Butterfield & Swire.  
 TAI-CHONG, German steamer, 828, P. Duhme, 3rd July, Dell 27th June, Ballast—Meyer & Co.  
 CHELYDRA, British steamer, 1,574, R. Cass, 3rd July, Calcutta 17th June, Penang 24th, and Singapore 28th, General—Jardine, Matheson & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
 Yikang, British steamer, for Amoy, &c.  
 Metaphia, British steamer, for Hilo.  
 Kingsland, British steamer, for Hilo.  
 Toosan, Chinese steamer, for Shanghai.  
 Alutaa, German steamer, for Hilo, &c.  
 Hanot, French steamer, for Haiphong.

**DEPARTURES.**  
 July 2, Canton, British steamer, for Canton.  
 July 2, Kail, British steamer, for Canton.  
 July 2, Kwang, Chinese str., for Canton.  
 July 2, L. Kung, British str., for Canton.  
 July 2, Iron Duke, German bark, for New York.  
 July 2, Hailong, British str., for Swatow, &c.  
 July 2, Mathilda, German str., for Hilo, &c.  
 July 2, Pyrrhus, British steamer, for Amoy, &c.  
 July 2, Ringland, British steamer, for Hilo.  
 July 2, Yikang, British steamer, for Amoy, &c.  
 July 2, Metaphia, British steamer, for Hilo.  
 July 2, Toosan, Chinese str., for Shanghai.

**PASSENGERS—ARRIVED.**  
 Per *Frigea*, from Singapore—184 Chinese.  
 Per *Tahiti*, from Manila—42 Chinese.  
 Per *Alutaa*, from Hilo—Mrs. Bremer and child, and 17 Chinese.  
 Per *Ridala*, from Bangkok, &c.—4 Europeans and 44 Chinese.  
 Per *Colombia*, from Toosan—11 Chinese.  
 Per *Chowta*, from Bangkok, &c. Canton.  
 Per *Haiphong*, from Haiphong—Mr. and Mrs. Guyon, Messrs. Bertrand, Guli, Rouget, and 6 Chinese.  
 Per *Zofra*, from Manila—64 Chinese.  
 Per *Tai-chong*, from Dell—44 Chinese.  
 Per *Chelydra*, from Calcutta, &c.—Mr. and Mrs. Budd, child and maid, Messrs. Stewart, Dalton, Mercer, Hahn, and 515 Chinese.

**REPORTS.**  
 The British steamship *Tadon* reports that she left Swatow on the 2nd instant. Had fine weather with light south-westerly winds.  
 The German steamship *Alutaa* reports that she left Hilo on the 1st instant. Had light south-easterly winds and fine weather to arrival.  
 The British gunboat *Plover* reports that she left Swatow on the 30th ultimo. Had fair weather, but met with rain squalls near Pedro Blanco.  
 The British steamship *Takong* reports that she left Manila on the 29th ultimo. Had light variable winds with smooth sea and beautifully fine weather throughout.  
 The British steamship *Zofra* reports that she left Manila on the 30th ultimo. Had calm and light variable winds and fine clear weather with smooth sea throughout.

The British steamship *Chowta* reports that she left Calcutta on the 17th ultimo, and Koh-chang on the 26th. Had moderate to light southerly breezes and fine weather with smooth sea throughout.  
 The British steamship *Chelydra* reports that she left Calcutta on the 17th ultimo, and Koh-chang on the 26th. Experienced strong south-westerly monsoon and sea with squally and cloudy weather in the Bay of Bengal. Left Penang on the 24th, arrived at Singapore on the 26th, left on the 28th, arrived here on the 3rd instant. Experienced light easterly winds and cloudy weather to Cape Padaran; thence to port had moderate southerly winds and fine clear weather. The latter part had moderate easterly wind and cloudy weather with smooth sea throughout.

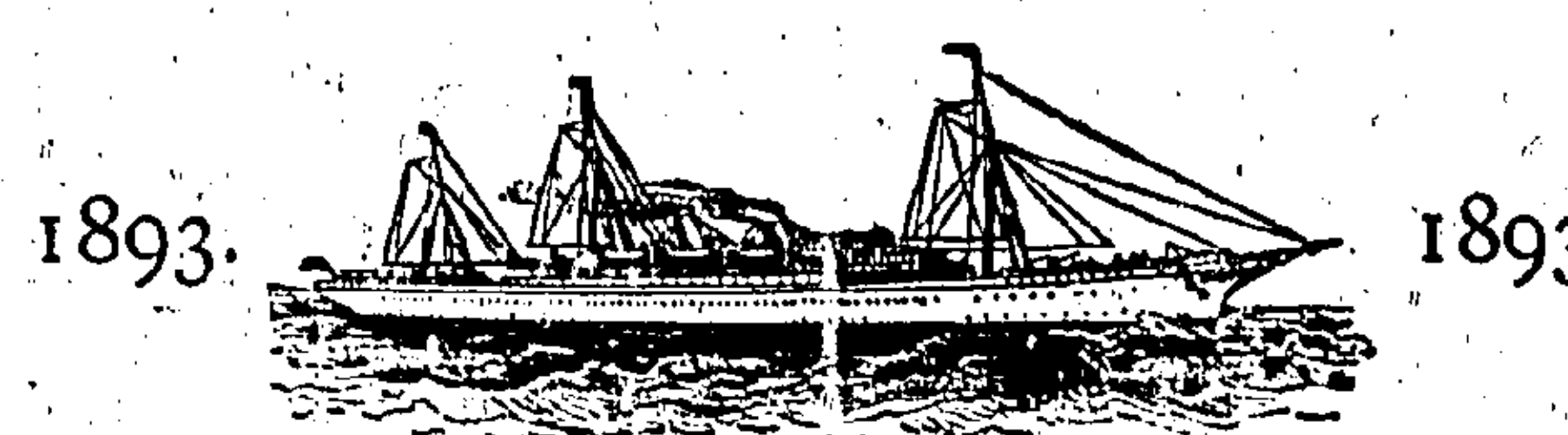
## Post Office.

**A MAIL WILL CLOSE—**  
 For Haiphong—Per *Hanoi* to-morrow, the 4th instant, at 10.30 A.M.  
 For Swatow, Amoy, and Tamsui—Per *Fokien* to-morrow, the 4th instant, at 11.30 A.M.  
 For Kobe and Yokohama—Per *Pathon* to-morrow, the 4th instant, at 11.30 A.M.  
 For Yokohama and Higo—Per *Frigea* to-morrow, the 4th instant, at 1.30 P.M.  
 For Hilo and Haiphong—Per *Haiphong* to-morrow, the 4th instant, at 3.30 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of India* on Wednesday, the 5th instant, at 11.30 A.M.  
 For Straits, Colombo, and Bombay—Per *Vindobona*, on Wednesday, the 5th instant, at 2.30 P.M.  
 For Singapore and London—Per *Palamed* on Wednesday, the 5th instant, at 2.30 P.M.  
 For Bangkok—Per *Mongkut* on Thursday, the 6th instant, at 9.30 A.M.  
 For Europe, &c., India, via Bombay—Per *Regatta* on Thursday, the 6th instant, at 11 A.M.  
 For Nagasaki, Kobe, Yokohama, Hilo, and San Francisco—Per *City of Rio de Janeiro* on Thursday, the 6th instant, at 12.30 P.M.  
 For Singapore—Per *Oceana* on Friday, the 7th instant, at 11.30 A.M.  
 For Nagasaki, Kobe, and Yokohama—Per *Ancona* on Friday, the 7th instant, at 5 P.M.  
 For Straits and Bombay—Per *Bormida* on Saturday, the 8th instant, at 11.30 A.M.  
 For Macao, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne—Per *Chinglu* on Saturday, the 8th instant, at 3.30 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 BENALDER, British steamer, 1,287, C. K. McIntosh, 1st June, Mol 25th June, Coal—Gibb, Livingston & Co.  
 BORNIDA, Italian steamer, 1,499, F. Ansaldo, 28th June, Bombay 7th June, and Singapore 2nd July, General—Cassio & Co.  
 BORNEO, Dutch steamer, 1,490, Theunis, 19th May, Bangkok 11th May, Rice—Lauts and Wegener.  
 CHINGTU, British steamer, 1,045, J. Inois, 1st July, Mol 24th June, and Kobe 25th, General—Butterfield & Swire.  
 CITY OF RIO DE JANEIRO, American steamer, 3,548, J. T. Smith, 25th June, San Francisco 1st July, and Yokohama 20th, Malls and General—P. M. S. S. Co.  
 DECIMA, German steamer, 965, C. Christensen, 30th June, Bangkok 24th June, General—Ed Schellhass & Co.  
 DEUTEROS, German steamer, 1,198, W. A. Dinse, 30th June, Saigon 26th June, Rice—Siemens & Co.  
 EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 27th June, Vancouver 5th June, and Yokohama, Kobe, Nagasaki, and Shanghai 24th, General—Canadian Pacific Railway Co.  
 FANK, British steamer, 117, Captain McIsaac, Hongkong Government tender.  
 FOKIEN, British steamer, 509, W. Davis, 1st July, Tamsui 17th June, Amoy 28th, and Swatow 30th, General—D. L. Sprick & Co.  
 FRIEZE, Danish steamer, 397, C. L. Strand, 1st July, Pakhoi 18th June, and Hilo 30th, General—Arnold, Karberg & Co.  
 HANOT, French steamer, 758, M. E. McIsaac, 1st July, Calcutta 17th June, Penang 24th, and Singapore 28th, General—A. R. Marty.  
 HOKUAY, British steamer, 1,161, James Young, 10th June, Hongay 16th June, Coals—Jardine, Matheson & Co.  
 MONKUT, British steamer, 859, Chas. Stonham, 1st July, Bangkok 23rd June, and Koh-chang 25th, Rice and Timber—Yuen Fat Hong.  
 NIKRO, German steamer, 763, Th. Lehmann, 1st July, Canton 1st July, General—Siemens & Co.  
 NURNBERG, German steamer, 3,207, B. Blanke, 24th June, Yokohama 17th June, Kobe 19th, and Nagasaki 20th, Malls and General—Melchers & Co.  
 PATEMAN, British steamer, 1,764, W. H. Wright, 23rd June, Kutchinote 18th June, Coal and Match—Dodwell, Carill & Co.  
 PILOT FISH, British steamer, 161, A. Stopan, Hongkong and Whampoa Dock Co.  
 PROPONTIA, British steamer, 1,387, W. H. Gerard, 14th March, Saigon 9th March, Rice and Paddy—Arnold, Karberg & Co.  
 PROTOS, German steamer, 1,150, H. Johannsen, 23rd June, Bangkok 16th June, Rice—Wielor & Co.  
 RIO, German steamer, 1,108, C. H. Davidson, 20th June, Saigon 25th June, Rice and Paddy—Wielor & Co.  
**SAILING VESSELS.**  
 CINERIA, Danish bark, 1,118, H. Pedersen, 9th June, New York 29th December, Kerosene Oil—Order.  
 GEORGETTA, American bark, 436, Kasten, 1st July, Singapore 17th June, Timber—Master.  
 GOLDEN FLECK, American schooner, 134, R. O'Brien, 11th June, Yellow Island 7th July, Coals and Bed-deck—Order.  
 HARTMAN, British ship, 1,519, W. R. Potter, 14th May, New York 24th Dec. Oil—Melchers & Co.  
 HENRY FAIRING, American ship, 1,779, G. Merriam, 19th June, San Francisco 30th April, Oil—Master.  
 ICENBERG, American ship, 1,135, Treat, 1st June, New York 4th January, Kerosene Oil—Jardine, Matheson & Co.  
 JARAL, Danish bark, 597, Juan E. Tabuada, 28th May, Callao 12th March, General—Order.  
 JOHANN ADOLPH, German bark, 310, E. Wiese, 26th June, Albany (W.A.), 17th May, Sardinia—Siemens & Co.  
 NIDIVA, British bark, 596, T. Nott, 25th June, San Francisco (California), 23rd April, General—Wielor & Co.  
 ORANGE GROVE, British bark, 185, Jas. Dunlop, 23rd June, Natal (S.A.), 1st April, Ballast—Gibb & Co.  
 PARANITA, American ship, 1,498, Soles, 21st April, San Francisco 15th Feb., Flour—Chinese.  
 PRINCIPALITY, British 4-masted ship, 1,608, E. Jones, 26th May, New York 26th January, Kerosene Oil—Jardine, Matheson & Co.  
 SOMALI, British 4-masted ship, 3,312, D. Morgan, 17th May, Singapore 21st March, Ballast—Order.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.  
 PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA .....6,000 Tons.....WEDNESDAY, 5th July.  
 EMPRESS OF JAPAN .....6,000 ".....WEDNESDAY, 26th July.  
 EMPRESS OF CHINA .....6,000 ".....WEDNESDAY, 16th August.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.  
 The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.  
 Passengers Booked to all the principal ports in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.  
 RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.  
 SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.  
 The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and cuisine are unexcelled.  
 The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.  
 EXCURSIONS TO JAPAN.—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, \$75.  
 For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.  
 Hongkong, 30th June, 1893.

## U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
 City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 6th July.  
 City of New York (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Wednesday, 12th July.  
 City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 27th July.

## THE U. S. Mail Steamship.

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY the 6th July, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.  
 Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
 First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.  
 Particulars of the various routes can be had on application.  
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.  
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and South America, by the Company's and connecting Steamers.  
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.  
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.  
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 74, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 17th June, 1893.

## SIENTING, SURGEON DENTIST.

No. 10, PAGULUAR STREET. TERMS VERY MODERATE.

Hongkong, 27th September, 1893.

## DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI FONG, Surgeon Dentist.

(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED.

THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite: Hongkong Hotel), CONSULTATION FREE.

Hongkong, 27th July, 1893.

## NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities in suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 74, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 27th June, 1893.

## THE BANK BUILDINGS, QUEEN'S ROAD.

(Opposite: Hongkong Hotel), CONSULTATION FREE.

Hongkong, 27th July, 1893.

## W. G. HUMPHREYS &amp; Co.

Bank Buildings, Hongkong.

"It is the best Disinfectant in use."

Hongkong, 19th June, 1893.

## Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma ..... Tuesday ..... July 18th.  
 Mogul ..... Tuesday ..... August 8th.  
 Victoria ..... Tuesday ..... August 29th.  
 Tacoma ..... Thursday ..... Sept. 25th.  
 Mogul ..... Thursday ..... October 19th.

## THE Steamship.

"TACOMA," Captain J. Hill, sailing at Noon on TUESDAY, the 18th July, will proceed to VICTORIA, B.C. and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.  
 Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.  
 Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.  
 Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.  
 For further information as to Passage or Freight, apply to  
 DODWELL, CARILL & Co., Agents.  
 Hongkong, 17th June, 1893.

## Antimations.

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS. Sole Agents for PATHE FRERES & Co. Geneva. A great variety in Fancy Goods and Optical Instruments.  
 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

## G. FALCONER &amp; CO.

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
 No. 48, Queen's Road Central. (1893)

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCKMAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches—awarded the highest Prize at every Exhibition; and for Votroland and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road Central. (1894)

## Blackhead &amp; Co.

SHIP-CHANDLERS, SAIL-MARKERS, and PROVISION MERCHANTS. NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS. No. 7, PRAYA CENTRAL, HONGKONG.

## SOLE AGENTS FOR

HARTMANN'S PAINTS. GENUINE COMPOSITION for the

BOTTOMS OF IRON AND STEEL SHIPS.

HARTMANN'S GREY PAINT for coating the inside of STEEL SHIPS.

## MOTOR LAUNCHES PATENT DAIMLER.

DAIMLER INDUSTRIAL MOTORS.

TRAMWAYS, COACHES and FIRE ENGINES.

## LIFE-BUOYS, LIFE-RAFES, LIFE-BELTS.

to Board of Trade Rules.

## ENGINEERS' AND